

POINT LONSDALE

RECORD



LONSDALE BAY



SWAN BAY

*Borough
of
Queenscliffe*
1863-1963

QUEENSCLIFF

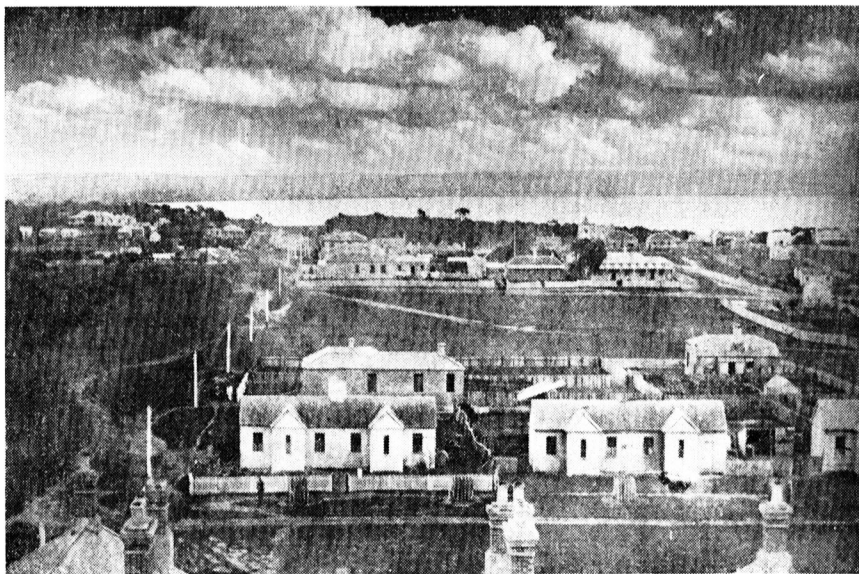
FOREWORD

AN ACKNOWLEDGMENT AND A PLEA

The assistance I have received from the delightful "Early Memories," by Chas. Dod, the interesting notes on the pilot service, by Captain G. Molyneux, and the accurate statistics compiled by Mr. G. W. Drosten in 1933, leads me to express a plea for the preservation of old records, letters, documents or journals that may throw light on those vital early times that are fast receding beyond recall of living memory.

In the hands of another Henry Handel Richardson they could be fashioned into a work of fiction to make the Borough famous.

N. A. Dunn.



Looking west down King Street, from Black Lighthouse, circa 1852.

100 YEARS OF HISTORY

(Compiled by N. A. Dunn)

In business houses it is customary to hold a yearly inquisition known as the annual stocktaking, in which debits and credits are balanced and precisely set forth. Here we attempt the formidable stocktaking of a century.

A hundred years takes us back to the day in May, 1863, when the Borough of Queenscliffe was created; but to look back no further would be to deny due homage to the pioneers and to fail in appreciation of the days of greatest adventure and, perhaps, of greatest achievement.

For by 1863 it was no longer necessary for the prospective settler to axe his way laboriously through the brushwood. The pilots were no longer lodged in the comfortless shelter of tents. Candles could be bought, instead of made; meat could be bought instead of killed. Streets had been formed; houses had been built (250 of them); there was the beginning of a library, a court, a school, and five hotels. Yes, five hotels to 250 houses. How would that work out in Port Melbourne or Abbotsford to-day?

Lest the foregoing statistics should create a false impression, let us hasten to add that church services were being conducted in one available place or another by practically all denominations.

No longer did the treacherous waters of the entrance show black and inhospitable to the boats in weary waiting for a pilot or the dawn. For, by the end of that year (1863) Queenscliffe had its two lighthouses,

and the earliest wooden one (now superseded) was considered by a provident Government good enough for the insignificant headland of Point Lonsdale, where it was to take the place of the little lamp of colza oil that stout-hearted old Captain Preston had nightly, for nine lonely years, fixed to the mast of his self-built signal station.

By dint of such toiling and sweating, as has become a part of the Lonsdale legend, the little hexagonal tower of affectionate remembrance was somehow hauled safely up to its new post on the brow of the headland; and though a more imposing edifice was built in 1902, it remained, creaking and swaying, ever more dangerously, to the gales till 1912, when, in May of that year, an unemotional entry in the log-book reads: "Memo.: Old lighthouse to be taken down." And two months later, for requiem: "Cheque received from Robert Thomson for old lighthouse timber."

Because of their strategic importance, the history of the two headlands has an interest not warranted by their area. But there is so much sea, and so little land, to the Borough, that winds never far from the rocky coast, that it owes its peculiar appeal to the colour and romance lent to it by the fishing fleet and the pilot service. Every mood of the sea has its echo on shore, and the way of the wind, or the turn of the tide are as vital to the 'Cliffe people as the rise and fall of the stock and share market to the dwellers in cities.

There are, unfortunately, no records of the earliest fishing boats or the hardy men who wrested a living from those merciless depths; but by 1863 the pilot fleet had a long record of service.

As early as 1838, a certain Captain Tobin started out as an independent pilot. The first official record is of a licence issued to Henry Falk Sutton in 1839. A letter dated 1840 shows a list of expenditure for four pilots for the purchase of two whale boats, also twenty-seven pounds (£27) for buying and furnishing tents for the four. No wonder we read that the life was too rigorous, and that there were frequent changes of personnel. How the wives of those sturdy souls must have trembled to hear the shrieking of the gale and the roaring of the seas that their men went out to face in the dreaded passage that by 1863 had been responsible for the loss of James Foored, Conside, Portland, Isabella, Princess Royal, Thetis, and many another well-built ship with its untold wealth of cargo and its precious freight of human lives.

Well do the pilots deserve the words on the honour roll at the Williamstown office: "To all ex-pilots of the service, wherever they may be, who have left, as their memorial, an enduring name for personal uprightness and fearless devotion to duty."

Never was that fearless devotion more evidenced than in the epic of 1873, when a huge sea engulfed the pilot cutter "Rip," snapping the mainmast and sweeping four men overboard with it. James Marr, the mate, was caught in the tangle of the rigging, and seeing that it was dragging the little boat down by the stern, he signalled those on board to cut away his last hold on life—an act of sublime selflessness, by which the ship and the survivors were saved.

Though at first making but a slight impact on the economy, the pleasure boats were destined over the years to rank second only to the fishing fleet as money-spinners, by fostering a tourist trade that kept hotels and residencies booming.

As early as 1842 we hear of the Corsair making the first pleasure trip down the Bay. Fares, saloon 15/-, second cabin 10/6.

That the possibilities of the Bay trips were fully exploited during the next decade—the era of gold—may be gathered from an item in the "Argus" of January 4th, 1854:

"The favourite steamer 'Lady Bird' made a pleasure excursion yesterday to the new Township of Queenscliffe, at the Heads. A band of musicians accompanied the party, and the lovers of the 'light fantastic' nearly danced the soles off their shoes."

Exactly a year later, the same paper reports: "Queenscliffe was fairly besieged with pleasure-seekers. The 'Citizen,' from Geelong, and the 'Duncan Hoyle,' 'Breadalbane' and 'Comet,' from Melbourne, landed in all about a thousand souls at that resort."

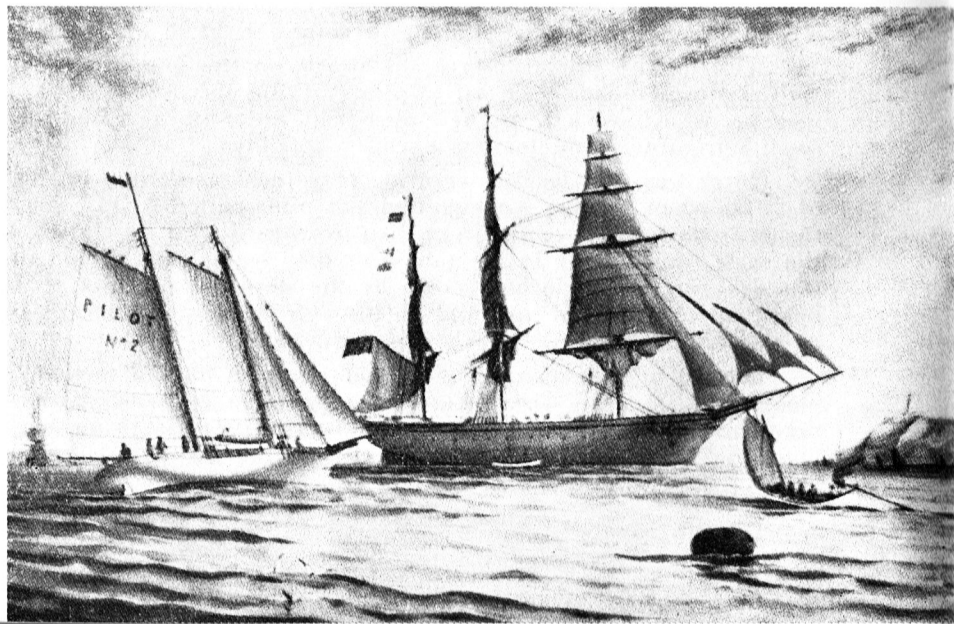
The excursion trips grew in popularity till the demand warranted further transport, and "The Williams," capable of accommodating about two hundred passengers commenced regular trips to the 'Cliffe and Sorrento in 1872.

Later, "The Williams" was reinforced by the "Golden Crown, and in "The Sentinel" of Saturday, 18th December, 1886, appeared the announcement that was to fill school years with anticipation and holidays with joys to sweeten the memories of a lifetime: "The 'Ozone' makes her maiden trip to-day."

By the early 'nineties the packed decks of the "Ozone" demanded more accommodation, and there came on the run the larger "Hygeia," which could do 23 knots to the "Ozone's" 18—a speed which earned for her the affectionate title of "the greyhound of the Bay."

It was a title she retained even when the more imposing "Weerona" came on the run in 1910. This, the last of the paddle-boats, had an extra deck, which, in the opinion of many, made her top heavy. Certain it is that many a traveller with an unblemished record of seaworthiness was reduced to ignominy at her dipping rail, as she reeled and rolled drunkenly home to the slap of an Easterly gale.

First pilot schooner "Rip" and clipper ship "Lightning," circa 1867.



View north-east from Black Lighthouse, showing Customs House, Doctors Jetty and the New Baths, opened in November, 1871.

By the Summer of 1913, Queenscliffe had a fire brigade, a branch of the State Savings Bank, and a population of two thousand odd. It was firmly established as a fashionable watering-place, and even at the rustic Point the ancient gardening trousers that used to get their final airing round the brushwood tracks were left to gather the mould of disuse.

On the very crest of that wave of prosperity, disaster struck, and the whole economy had to be geared to war. The tragedy struck with cruel force on Queenscliffe, for not only did it suffer the loss of many gallant sons, but the misery was ever present, with the melancholy reminder of the silent transports, creeping past in all the hideous camouflage of war, and the furtive glimmer of the darkened lights that used to shine so bravely.

When the era of bloodshed was over, progress went on with added impetus. In 1919, golf links were laid out on Swan Island. Electricity was turned on in 1923; the "Peninsula Beacon" commenced circulation in 1930, and the Bellarine water supply scheme was completed, and the water turned on in December, 1932.

That there should be two World Wars before half the century had gone was unthinkable; but by 1940 the men who had fought in the First World War were sending their sons to the Second. The lights were quenched again, gun emplacements sprang up along the headland, and barbed-wire barred the way to the favourite haunts of peaceful days. The Honour Roll grew longer, and there seemed no foreseeable end to the use of the fine brick Memorial Hall built in 1921.

There have been since then almost two decades of uneasy peace that have brought inevitable changes in the Borough. Land has rocketed in value, houses have sprung up everywhere, roads have been made. Latest model cars are as thick on the roads as limpets on the reefs. Those streamlined speedsters that have proved themselves almost

as lethal a weapon as war's deadliest have been revolutionary in their effect. They have ended the safe and happy era of the Bay boats, and the stirring sight of a Cobb and Co. coach, with its mettlesome six-in-hand, is no more to be seen. And what can we blame but those monsters of effortless movement, if we are not as good on our feet as the generation represented by the pioneering Longuehaye brothers, who thought nothing of walking to Geelong for a haircut!

A perusal of any current issue of "The Pilot" will convince one of the abundance of life in the Borough. There are clubs and associations, leagues and auxiliaries to cater for every conceivable human disposition.

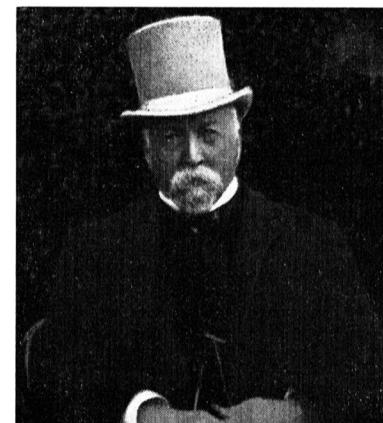
The rush of correspondence on any issue of importance is a proof of healthy interest in civic affairs. And the job of being a member of the Council is no sinecure, with an estimated expenditure running into £53,000 for the year 1961-62.

So far, everything has been on the credit side. Is there nothing on the debit?

In his excellent "Memories of Queenscliffe," Charles Dod speaks regretfully of the loss of the native trees: "The Railways and the Defence Department between them destroyed a great deal of the native beauty of the 'Cliffe,'" he says, and makes special mention of the splendid old trees which had been growing for ages along the hills facing Swan Bay. We know now that those trees were unique among the flora of the world, and their loss was regretted by naturalists everywhere.

When there are no more roads to be made, and all physical needs are by way of being met, a more beauty-conscious generation may bend its energies to restoring some of that lost loveliness for which the Borough was at one time justly famed.

Recent photograph of Hesse Street, Queenscliffe, looking towards the Rip.



First Mayor, Dr. D. J. Williams, 1863.



Present Mayor, Cr. J. Golightly.

MAYORALSHIPS

Year Elected	Councillor	Year Elected	Councillor
1863-64	Dr. D. J. Williams	1910	W. J. Thwaites
1865	Judge Thos. H. Fellowes	1911	Thomas Arkins
1866	Charles Kennedy	1912	A. S. Patching
1867	W. Pagan	1913	Lewis Klug
1868	C. Kennedy	1914	A. Dewar
1869	H. Reed	1915	E. Cuzens
1870-75	T. Stoneman	1916-19	W. J. Thwaites
1876-79	George Admans	1920	Robert Thomson
1880-81	Thomas Stoneman	1921	W. Brinsmead
1882	Chas. Simpson	1922-23	John M. Hewitt
1883	E. Cuzens	1924-28	Lewis Klug
1884-86	Thomas Stoneman	1929	M. S. Caithness
1887	W. Jamieson	1930	Lewis Klug
1888	George Admans	1931	Robert Fraser
1889	W. Sheehan	1932-37	Lewis Klug
1890	J. Henley	1938-39	P. C. Shoppee
1891	Geo. Priddle	1940-42	R. Fraser
1892	J. Henley	1943-45	W. J. Field
1893	J. Baillieu	1946 (part)	J. H. Smith
1894	J. Henley	1946 (part)	W. J. Field
1895	W. Frewin	1947-49	G. B. Howden
1896-1898	George Baillieu	1950-51	J. A. Monahan
1899-01	R. Tobias	1952-54	J. R. Golightly
1902	John Sheehan	1955	A. W. Hodgetts
1903	William Mortimer	1956	A. E. Laker
1904	Robert Dickinson	1957	L. J. Romey
1905 (part)	Arthur Baillieu	1958-59	R. Fraser
1905 (part)	R. Tobias	1960	V. McG. Johnstone
1906	R. Tobias	1961-62	J. R. Golightly
1907-09	E. Cuzens	Term extends from September to August.	

The following gentlemen served more than one term as Mayor:

Councillor	Terms	Councillor	Terms
L. Klug	13	J. Henley	3
T. Stoneman	11	G. B. Howden	3
R. Fraser	6	W. J. Field	3
E. Cuzens	5	D. J. Williams	2
G. Admans	5	C. Kennedy	2
R. Tobias	5	J. M. Hewitt	2
W. Thwaites	5	P. C. Shoppee	2
J. R. Golightly	5	J. A. Monahan	2
G. Baillieu	3		

OFFICERS OF THE COUNCIL

1863 - 1963

Mr. R. JORDAN, Town Clerk, Collector and Valuer	1863-1894
Mr. A. McWILLIAMS, Surveyor	1863-1895
Mr. P. LINGFORD, Town Clerk and Surveyor	1895-1898
Mr. O. CAZALY, Town Clerk and Surveyor	1898-1923
Mr. G. W. DROSTEN, Town Clerk and Engineer	1923-1946
Mr. C. WHITE, Town Clerk	1946-1948
Mr. E. S. MOORE, Town Clerk	1948-1950
Mr. R. J. LORD, Town Clerk	1950-1953
Mr. J. T. SMITH, Town Clerk	1953-1955
Mr. C. J. BREN, Town Clerk	1956-1959
Mr. C. WHITE, Engineer	1950-1952
Mr. C. R. HILL, Borough Engineer	1952-1959
Mr. A. G. McKENZIE, Borough Engineer	1959-1962

MEMBERS OF THE COUNCIL, 1962 - 63

His Worship the Mayor: Cr. J. R. GOLIGHTLY, J.P.

Cr. H. D. FELDTMAN	Cr. H. M. JOSEPH
Cr. A. W. HODGETTS	Cr. A. E. LAKER, J.P.
Cr. R. A. JENSEN, A.F.A.I.M.	Cr. V. PANTEA
Cr. V. McG. JOHNSTONE, J.P.	Cr. R. G. STEVENSON, I.S.M., J.P.
P. J. NORTHEAST, Town Clerk.	G. L. KEITH, Borough Engineer.

OFFICERS AND STAFF, 1963

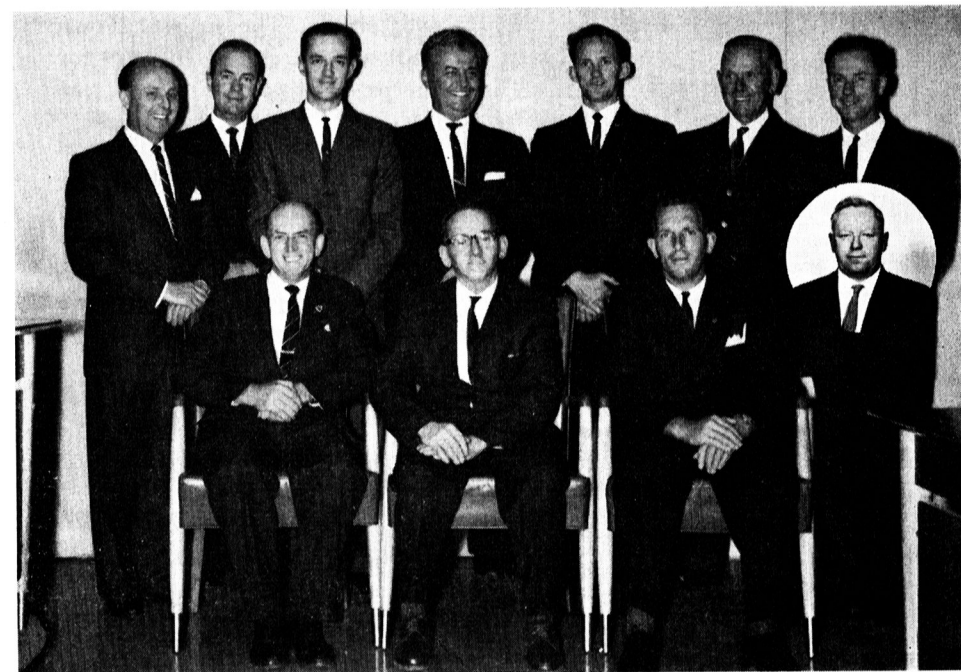
Mr. P. J. NORTHEAST, A.I.M.A., Town Clerk.
 Mr. G. L. KEITH, C.E., A.M.I.E. (Aust.), Borough Engineer.
 Miss M. ZULA, Town Clerk's Assistant.
 Miss L. HUTCHINS, Stenographer.
 Mr. G. H. MATTHEWS, Health Inspector.

BOROUGH STATISTICS

Area: 2173 Acres

Year	Rate Revenue	Total Income	Dwellings	Population
1863	345	650	250	
1873	310	485		1000
1883	667	2208		
1893	1108	2488		1500
1903	856	1955		
1913	1036	2375		2012
1923	1844	2921		
1933	3241	5282	620	
1943	3290	6041		
1953	8150	11677		
1962	29200	50637	1148	2657

The Municipality's first private street schemes were commenced in 1960, and to date schemes for fifteen streets have been settled.



COUNCIL AND OFFICERS, 1963.

(Standing): Cr. H. Joseph, Mr. G. L. Keith (Borough Engineer), Cr. H. D. Feldtman, Cr. V. Pantea, Mr. P. Northeast (Town Clerk), Cr. R. G. Stevenson, Cr. R. A. Jensen.
 (Seated): Cr. A. W. Hodgetts, Cr. J. R. Golightly, J.P. (Mayor), Cr. V. McG. Johnstone, J.P. (Inset): Cr. A. E. Laker, J.P.

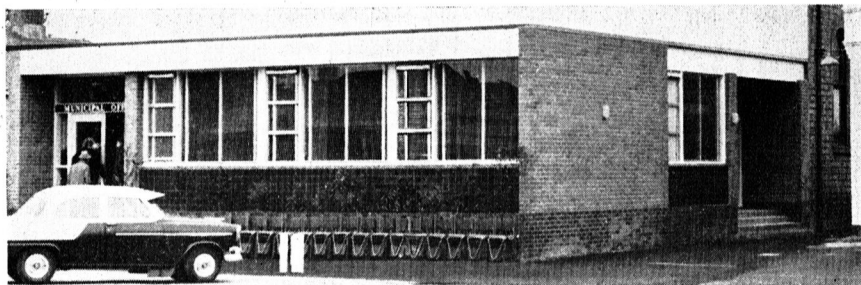
MUNICIPAL CHAMBERS

The first Council Meetings were conducted in the old Royal Hotel (which, incidentally, was destroyed by fire in 1881), from June, 1863, until October, 1863, when the schoolroom was hired for subsequent meetings at half-a-crown a sitting. The schoolhouse was situated at the corner of Learmonth and Hobson Streets and the Council minutes record that the office of the Council was to be opened on Monday, Wednesday and Friday of each week between the hours of 1 p.m. and 2 p.m.

In February, 1869, the Council moved its place of business to the Court House, and remained in these premises until 1871, when the assembly room of the Ancient Order of Forresters Hall was rented for £25 per annum. Here the Council has conducted its affairs ever since. The present Town Hall was purchased in 1899 for the price of £1,200.

New offices and Council Chambers were attached to the Town Hall in 1960 at a cost of £10,000, and were officially opened by Victoria's first Minister for Local Government, the Hon. M. V. Porter, M.L.A.

Land adjoining the Town Hall on the north side was purchased for the purpose of erecting a supper-room. In 1926 portion of this area was transferred as a gift for the erection of a Fire Station.



Present Town Hall and Council Chambers.

WATER SUPPLY

The first public water supply (brackish water) was laid down in 1889 and 1900 in a part of the Township of Queenscliffe.

As a result of conferences of representatives of public bodies and the strong representations of the district Parliamentary representative, Capt. Edward Morley, M.L.A., Minister for Water Supply, consented to the recommendation to Cabinet that the Government carry out the Bellarine Peninsula Water Supply Scheme, to be obtained from the watershed of the Upper Barwon to provide a permanent water supply to the Queenscliffe Borough, the Shire of Bellarine and other places. The Town Clerk of Queenscliffe (Mr. G. W. Drosten, C.E.) and Mr. Arnold Deane, C.E., Secretary of the Shire of Bellarine, were the joint secretaries to the conferences.

The scheme to Queenscliffe was completed and the water turned on officially in Queenscliffe in December, 1932, and to mark the occasion the Mayor (Cr. Klug), on behalf of the Council, entertained the Hon. the Minister for Water Supply (J. Goudie, M.L.C.) and Mr. E. Shaw (a member of the Water Commission, and a gentleman largely responsible for the scheme), officers of the Commission, Borough Councillors and representatives of local public bodies and the Council of the Shire of Bellarine.

The first office of the State Rivers and Water Supply Commission was situated in the office premises of Mr. William Simpkins, in Hesse Street, in 1933, with Mr. C. P. Hay as the first Officer-in-Charge and Collector of Rates. The first rate struck was based on the municipal valuations of the Borough for the time being, an amount of two shillings and sixpence in the pound per annum.

To-day the maintenance depot for the water scheme is situated midway between Queenscliffe and Point Lonsdale. Administration is carried out from the State Rivers and Water Supply Commission's Geelong office, the present water rate being 1/6 in the pound.

GAS SUPPLY

The Queenscliffe Gas Works were built in 1884, and a private company was floated at that time, when Mr. A. Dumont was appointed manager.

In 1952 the business was taken over by the Gas Supply Company Limited. Gas made was then approximately 6,000,000 cubic feet per year.

A high-pressure pipeline was laid to and around Point Lonsdale early in 1954, and gas to a pressure of 75 pounds per square inch is distributed there.

Gas is now consumed by over 700 homes in Queenscliffe and Point Lonsdale and approximately 21,000,000 cubic feet per year is carbonised at the plant in Queenscliffe.

ELECTRICITY SUPPLY

The electric current from the mains of the State Electricity Commission was supplied to Queenscliffe and Point Lonsdale on December 30th, 1923. Mr. N. R. Paynter was the first officer-in-charge.

Queenscliffe is the administrative centre for the Bellarine Peninsula area, which embraces Barwon Heads, Ocean Grove, Point Lonsdale, Queenscliffe, St. Leonards, Indented Head, Portarlington, Drysdale, Clifton Springs, Leopold and adjacent rural areas.

A modern administrative office and showroom is situated in Hesse Street and a depot for the construction personnel is attached. The building was officially opened in August, 1958.

Present staff consists of seven officers and nine employees, which includes a construction party of seven.

PUBLIC LIBRARY

The first Library is reported to have been conducted in St. George's School in 1856. Earliest known appointment of a librarian is that of Mr. William Trenchard Priddle in 1867.

The first site for a Public Library was reserved by the State Government in Hesse Street, Queenscliffe, being Allotment 18, Section 2, now owned by descendants of Mr. H. Priddle (vide "Government Gazette," No. 72, page 1623).

The site allotted by the Government was permitted to be sold, and in the year 1888 the present Library building, situated on the "Market Reserve or Reserve for Public Buildings," near the Queenscliffe Post Office, was erected at a cost of £1197.

At the present time the Library is conducted by a local voluntary committee, which receives a subsidy from the Council and the Government.

FIRE BRIGADE AND FIRE STATION

A voluntary brigade was formed and established on the 1st July, 1911. The first captain was Richard Thomson, Sen.; Lieutenant, Mr. Thomas Gaylor; and Secretary, Mr. Frank Seymour. The first engine was presented to the brigade in October, 1911, by the Mayor, Cr. W. J. Thwaites. The new brick station was erected by the board in 1926 at a cost of £1000 on land donated by the Borough Council.

POLICE STATION

The first Police Station was situated on its present site in Gellibrand Street.

The first Officer-in-Charge was Sergeant Goodenough.

JUSTICES OF THE PEACE AND COURT HOUSE

Official information supplied by the Secretary of the Crown Law Department, Mr. A. Lewis, on the 12th May, 1933, after a complete search of the official files of the Department.

There is no record available to show the exact date of the appointment of the court.

From a perusal of the old official files it would appear that the court was established in 1858. "The Commissioner of Public Works, in a letter dated the 2nd July, 1858, advised that the Board of Works had made provision for the use of one of the Pilot Houses for court purposes."

An early return of such court was from November, 1858, to December 31st, 1858, for which period the number of cases dealt with was 36.

The first Clerk of Petty Sessions was Mr. Edward Lane, but there is no record of the first magistrate appointed.

The first inspection of the books of the Court was made in February, 1873, by Mr. William Henry Gaunt, P.M., who was subsequently elevated to the County Court Bench.

On the 9th June, 1859, David John Williams, Medical Practitioner, of Queenscliffe, was appointed Territorial Magistrate of the Geelong Sessions District; he seems to have presided at this court for some time afterwards.

It is known that Mr. Robert Jordon was appointed Clerk of Petty Sessions to the Queenscliffe Court in 1869, on retiring from the local school.

Queenscliffe Court of Petty Sessions is still held twice a month at the Town Hall. The Stipendiary Magistrate from Geelong attends once a month and local Justices of the Peace preside at other sittings.

REGISTRAR

The first permanent officer to take charge of the Registration of Births and Deaths was Mr. Chas. Dod, Sen., and such appointment was dated 1849.

RAILWAY STATION

The railway line from Geelong to Queenscliffe was completed and officially opened in 1879. To mark the occasion Cr. George Admans (the Mayor) entertained His Excellency the Governor, Lord Normanby, visitors and citizens at an Official Dinner at The Grand Hotel, Queenscliffe.

To-day the line is used mainly to freight shell-grit from Laker's shell-grit works and for traders' supplies. Gone is the passenger service, except for special picnic and tourist excursions during the summer months.

POST AND TELEGRAPH OFFICE

A Telegraph Office was established in 1856 and conducted on the site of the present Queenscliffe Fort.

The Post Office was conducted in a premises formerly used by Lieutenant-Governor Latrobe, close to the site of the present Anglican Sunday School. Mr. Chas. Dod, Sen., was the first Postmaster, and he was also the Electoral Registrar.

Queenscliffe was the first town outside of Melbourne and Geelong to be supplied with telegraphic communication, and the first telegraph official was a Mr. Vivian.

The first Marconi Wireless Station in Victoria was built and operated from a site in Royal Park, Point Lonsdale, in the year 1906. Lord Northcote, Governor-General; Sir Reginald Talbot, Victorian Governor; and the Hon. Alfred Deakin, Prime Minister, were in attendance at the transmitting of the message to Devonport, Tasmania.

In 1885 the Council recommended to the Lands Department that portion of land which was reserved for Municipal purposes be granted to the Commonwealth for establishment of a Post Office.

The Post Office was completed and opened in 1887, with a staff of seven. Cost of erection was £3,203.

MAIL SERVICES, 1862—To and from Geelong by way of Kensington (Leopold) and between the Post Office and landing-place, Queenscliffe, six days a week by coach.

Mails were taken off the boats at Queenscliffe and transported to Geelong and Melbourne.

A Post Office Savings Bank was opened on 12th June, 1866.

WAR MEMORIALS

QUEENSCLIFFE.—In the year 1921 a brick Memorial Hall was erected on land obtained from the Commonwealth Defence Department at the corner of Hesse and King Streets. Mr. Owen Cazaly, C.E., was the architect. This building was reconstructed in 1956 at a cost of £12,500, and is now Queenscliffe's most-used hall for entertainments.

At the same period steps were taken to plant an avenue of cypress trees (*lambertian horizontalis*) on each side of the Bellarine Highway from Henry Street westward.

POINT LONSDALE.—A memorial monument was erected at the intersection of the Central and Glanuse Roads, on land donated by Mrs. Alfred Deakin (wife of the first Prime Minister of Australia) as a tribute to the local men who fell in the Great War.

PRESS

The first newspaper issued at Queenscliffe was "The Pharos," which was followed by "The Sentinel" (1879-1919). In 1930 "The Peninsula Beacon" commenced circulation, and to-day the "Queenscliffe Pilot," which was first issued in 1947, is published weekly.

CHURCHES

CHURCH OF ENGLAND.—Church services prior to 1864 were held in the Church School House by a visiting clergyman from Kensington (now Leopold). The present church site was selected by Governor Latrobe, and the church, a perfect example of the early English style of Gothic architecture, was completed and opened in 1864.

The church is rich in stained glass of excellent quality, which is believed to have been imported from England.

CATHOLIC.—In the early years of settlement Mass was held in the house of Pilot Rocket at the corner of King and Raglan Streets and at the old Royal Hotel. The present church was erected and opened in 1863, and was blessed on this occasion by the first Catholic Archbishop of Melbourne, Archbishop Gould. The first resident Priest of Queenscliffe was Fr. T. Quinn.

In 1923 the church was extended south of the main entrance door.

PRESBYTERIAN CHURCH.—Prior to the erection of the first church in 1862, services were conducted by visiting clergymen, and occasional "meetings" were held in the early 1850's by Mr. W. Admanson. The first resident clergyman was Rev. D. S. Burnton, who ministered from 1868-1874. The present church was erected during 1898-1899 at a cost of £815, and was opened on February 5th, 1899. St. Andrews celebrated its centenary in 1962, and produced an informative brochure relating to the church's activities during the past one hundred years.

METHODIST.—The first Wesleyan Church (present Methodist Church Sunday School room) was erected and opened in 1868, and the clergyman was the Rev. T. Kane. The present church was established in the year 1888.

SCHOOLS

Information supplied by the Education Department through the Secretary for the Department, Mr. Bottams, on 11th May, 1933, and obtained from the departmental files.

The first school, No. 516 (before the Education Act) was recorded as opened on the 23rd January, 1860, by Mr. Robert Jordon, who continued to conduct the same till 1869, when he transferred it to Mr. Charles Streeton (father of the celebrated artist). Mr. Streeton continued as head teacher till 1873, when he took charge of the first school at Queenscliffe under the Education Act, and continued in that capacity till he was transferred to the head office of the Department in 1874. The first State School was built in 1877 at a cost of £1,719, and was remodelled and opened in 1915, after a further sum of £1,364 had been spent on it.

Queenscliffe High School

(By Mr. J. Greenwell, Headmaster)

The school commenced in 1945 under the headmastership of Mr. W. D. Welsh, in the Church of England Hall.



Common School in the lower Church of England grounds, 1864.

The enrolment then was 68 pupils (24 boys and 44 girls), of whom only seven came from outside the Town of Queenscliffe. Woodwork classes were taken at Crow's Nest.

It is worthy of note that Mr. W. D. Welsh was foremost in efforts to establish the Higher Elementary School and probably instrumental in bringing it into being in the first place.

By the end of 1949 the last year of Mr. Welsh's headmastership, the enrolment was still only 73 (37 boys and 36 girls), and only nine pupils travelled from outside the Town to the school.

It was in 1954 (Headmaster, Mr. R. J. Dalton) that the school moved to the present site. Still a Higher Elementary School, its enrolment was the same as in 1949 to all intents and purposes. The building now forms the northern (or old) block of the present High School.

Mr. R. E. Garlick, at present on the staff of the Queenscliffe High School, was headmaster of the Queenscliffe Higher Elementary School in 1956, the school then having an enrolment of 92.

In 1957 the school was proclaimed a High School, under the headmastership of Mr. J. J. Bishop. For the first time, enrolment rose to over 100 (107).

The new block of buildings was commenced in late 1959, and was officially opened by the Hon. J. S. Bloomfield, M.L.A., Minister for Education, on 28th October, 1960.

Enrolment has climbed under Mr. Bishop (1957-59), Mr. King (1960), Mr. F. Howe (1961-62), to be at present 265 (118 boys and 147 girls), of whom 115 travel to school by bus from Ocean Grove and Barwon Heads.

The bus services were commenced in 1960. Additional buses were commissioned in 1961 and in 1963, so that at present three buses operate, picking up children from Barwon Heads, Ocean Grove and Point Lonsdale.

Present High School, opened in 1960.



BANKS

STATE SAVINGS BANK OF VICTORIA.—The State Savings Bank of Victoria established a branch in Queenscliffe on 11th March, 1912, under the management of Mr. J. A. Milledge, in "Carribeau Cottage," Gellibrand Street, and last year, having served the citizens of the Borough for 50 years, celebrated its Golden Jubilee.

In 1928 the Bank moved to new premises at the corner of Gellibrand and Hobson Streets, and occupied this site until December, 1957, when it moved to its present site in Hesse Street.

COMMERCIAL BANKING COMPANY OF SYDNEY LTD.—The Bank of Victoria, which amalgamated with The Commercial Banking Company of Sydney Ltd. in 1927, opened in Queenscliffe under the management of Mr. G. H. B. Cathcart on 1st March, 1873, in premises rented from Mr. John Nicol. This building at 76 Hesse Street, is now Romey's Pharmacy.

Mr. Nicol also owned the adjoining block, No. 78, and in 1886 the Bank purchased it from him for £900. The site had been originally part of a Crown grant dated 21/11/1853, held by Thomas Hunt, a surgeon, of Williamstown, and had been sold by him to Nicol in 1859 for £88.

The Bank erected a two-storey building on this land in 1887. The present premises, which replaced this building, were completed in 1957.

There were many interesting personalities as managers of the Bank, including Mr. Phillip Champion de Crespigny, who later became the last general manager of the Bank of Victoria before its amalgamation with the C.B.C. in 1927.

Among the names of the earliest customers of the Bank were those of Brooks, Baillieu, Cottey, Chaffey, Hutchins, Jordan, Lloyd, Priddle, Richards, Roddick and Simpson. Many of their descendants remain.

The Borough of Queenscliffe opened their account with the Bank on 7th April, 1873.

It is interesting to note that Mr. William Lawrence Baillieu joined the staff of the Bank in 1874, and remained until 1885, when he resigned to go into business as an estate agent, and subsequently became the dominating force in the success of this well-known family.

AUSTRALIA AND NEW ZEALAND BANK LTD. (or as it is more generally known, A.N.Z. Bank) opened a branch at Queenscliffe on 19th August, 1954.

The first manager was Mr. W. H. Smith, and the branch opened in temporary premises at 80 Hesse Street. Within a short period the branch was permanently sited in attractive renovated premises at 71 Hesse Street.

An Agency has been conducted at Point Lonsdale since December, 1954.

QUEENSCLIFFE BOWLING, TENNIS AND AND CROQUET CLUB

In or about 1884 steps were taken by leading public citizens to form a Bowling Club and to establish bowling greens on their present site. The first President of the club was Mr. Thomas Arkins, and he continued in that position for a number of years. The founders did splendid public service to the town and to the club in providing a leading sporting activity, which annually attracts large numbers of bowlers to Queenscliffe. The first greenkeeper was Mr. Cornwall and the first honorary architect Mr. Gerald Wight.

Since 1884 the progress of the Bowling, Tennis and Croquet Club has been outstanding, and to-day the club has four tennis courts, three bowling greens (comprising 21 rinks) and two croquet greens. The clubhouse was extensively enlarged and remodelled in 1961.

GOLF COURSE

In the year 1919 a club was formed and a course was constructed on portion of Swan Island, which was leased from the Commonwealth. The first president was Dr. Fred. Jermyn; vice-president, Mr. J. Alston Wallace; hon. secretary, Captain R. Lyon-Instone; treasurer, Mr. Wheeler.

The course was enlarged to 18 holes and opened in November, 1961. The scenic views from Swan Island are particularly attractive, and the excellent condition of the course warrants a visit by any golfer.

BRIEF HISTORICAL RECORD

- - of - -

BOROUGH OF QUEENSCLIFFE 1863 - 1963

Compiled by
G. W. DROSTEN (1933)
and revised by
P. J. NORTHEAST (1963)

THE MUNICIPAL DISTRICT OF QUEENSCLIFFE

PROCLAMATION

BY His Excellency SIR HENRY BARKLY, Knight Commander of the Most Honorable Order of the Bath, Captain-General and Governor-in-Chief of the Colony of Victoria, and Vice-Admiral of the same, etc.

THE MUNICIPAL DISTRICT OF QUEENSCLIFFE—Commencing at the north-west angle of the Battery Reserve, in the Parish of Paywit in the County of Grant; thence along the Northern boundary of that reserve to the shore of Lonsdale Bay; thence along the shore of Lonsdale Bay to Shortland's Bluff; thence along the shore of Port Phillip Bay to Swan Point; thence round Swan Island and along the Southern shore of Swan Bay, including Rabbit Island, to the north-east angle of allotment 1, block 3, in the said parish; thence by a line bearing south-westerly to the commencing point.

And I do hereby, with the advice aforesaid, direct that the council of the said municipal district shall be called by the name and style of "The Municipal Council of Queenscliffe."

Given under my Hand and the Seal of the Colony, at Melbourne, this fourth day of May, in the year of our Lord One thousand eight hundred and sixty-three and in the twenty-sixth year of Her Majesty's reign.

HENRY BARKLY.

By His Excellency's Command,
JOHN O'SHANNASSY.

Government Gazette No. 47.
Page 1039. 12th May, 1863.

FIRST MUNICIPAL COUNCIL

Election for the first Municipal Council, which was to consist of seven members, was conducted by Mr. W. T. Mollison, then Police Magistrate, on Saturday, 13th June, 1863, when the following gentlemen were declared elected: Dr. D. J. Williams, T. H. Fellowes, W. J. Craig, W. Leihy, W. Pagan, W. Wright, and Dr. A. P. L. Robertson.

Nine candidates stood for election, and the result was as follows:—T. H. Fellowes 49, D. J. Williams 47, W. Wright 45, W. Pagan 43, A. P. L. Robertson 39, W. J. Craig 34, W. Leihy 33, W. Adamson 30, G. Admans 25.

At the first meeting of the Council, which was held at the Royal Hotel, Queenscliffe, on Monday, 15th June, 1863, Cr. David John

Williams was elected Mayor of the Borough of Queenscliffe. The only other business recorded in the minutes of the initial meeting was "that an advertisement be inserted in the "Geelong Advertiser," calling for tenders for the several offices of Town Clerk, Collector, Assessor and Surveyor, either separately or collectively."

Applications for the positions, from 12 persons, were considered at the next meeting, on 22nd June, 1863, at which the following officers were appointed:—

Town Clerk: Mr. R. Jordan. Salary, £20 per annum.

Assessor and Surveyor: Mr. A. McWilliams. Salary, £80 per annum.

Collector: Mr. W. Priddle. Salary, £10 per annum.

POINT LONSDALE

(This is not so much a history as a record of events which, together, make Point Lonsdale what it is to-day. We are grateful to Miss N. A. Dunn, Mr. R. V. B. Cayzer and Mr. R. C. Feldtman for their respective contributions during the preparation of this article.)

Because of the persistence of settlers, permanent recognition of a settlement on the Headland at the entrance to Port Phillip Bay was given by the Sydney Government when on the 29th September, 1836, the war sloop "Rattlesnake" brought a Police Magistrate and thirty soldiers to the area. This event is of particular importance, because the Police Magistrate was a Captain Lonsdale, whose name the headland has since carried.

Point Lonsdale is associated with the romance of William Buckley, and a cave on the foreshore by the lighthouse bears his name. Buckley, who was later to be known as the "wild white man," was born at Marton, near Macclesfield, in Cheshire, in 1780. He was a bricklayer by trade, but at the age of eighteen entered as a private in the Cheshire Militia. He later enlisted in the King's Own Fourth Regiment of Foot and saw two years' service in Holland under the Duke of York. He was concerned in a mutiny at Gibraltar, and after being convicted in 1802 on a charge of receiving stolen property, was sentenced to transportation for life. Reports have it that he was a magnificently-built man, standing six feet six inches tall and of splendid physique, with an erect military gait. Buckley was one of a number of convicts who escaped in the early days of settlement and lived with the natives at Point Lonsdale until 1835, when he was found by men attached to the Batman Expedition.

Up to 1860 the only house at Point Lonsdale was that occupied by Captain Preston, who was then in charge of the Signal Station, the building of which began some time in 1854. At that time, about a mile distant, there were the farms of Messrs. James Hutchins and J. Cooper. Salt works were established at the Salt Lakes in 1863, but later were closed down.

First land sales at Point Lonsdale were conducted in 1876, and land was sold for £5 an acre. (To-day building allotments in the same area are sold from £1,000 to £2,000 each.)

Early 1885 saw the announcement that Miss E. Hanby had opened "Point Lonsdale House" and would take a limited number of boarders. Although this building was destroyed by fire, another guest house, now known as the "Terminus," was built on the site. In October of the same year the Borough Surveyor laid out the final section of the Point Lonsdale Road.

In August of 1886, it was reported that a foghorn was in the course of erection at Point Lonsdale, but reports of some two years later show that the original foghorn was not entirely satisfactory, and improvements were made.

It was in October of 1886 that the French barque "Glaneuse" of 483 tons went ashore on the ocean beach a few hundred yards from the lighthouse. The Glaneuse Reef and a street in Point Lonsdale to-day serve as a reminder of this event. After the wreck of the "Glaneuse," the Commissioner of Customs recommended a small lifeboat to be stationed at Point Lonsdale. However, it was the early 1890's before the pier was constructed, this being built on which to house the lifeboat.

During 1889-90, Cottee's Coffee Palace was built, and Kora Weari now stands on the same site; and by the middle of the 'nineties the foundations of a permanent village had been laid. Mr. William Golightly, an uncle of the present Mayor, erected a large twelve-roomed house to the order of Mr. McBain, which was to open in the new century as "Merrilyn."

In 1901 the lighthouse keeper took over the distribution of mail. His name was Mr. Buse, and mail was distributed from the lighthouse quarters until April, 1910, when Mr. Edward Gill was appointed the first Postmaster. Up to the present day, the mail at Point Lonsdale has been handled by a member of the Gill family.

From the turn of the century little has been written on Point Lonsdale, but those who remember have given the following information:—

STATE SCHOOL: Although the actual date of erection is not known, the school, on its present site, was very new in 1905. At this time a Miss Hartshorn was the teacher in charge.

ROYAL PARK: In the early part of the century, social football matches were played between "The Springs" and "Mannerim" Although the games may not have amounted to much, the meal which always followed compensated for any lack of football ability.

FIRST SHOP: Soon after 1900, the first shop was built by Edward Cooper on the site now occupied by the Pacific Tea Rooms at the entrance to the Lighthouse Reserve.

CHURCHES: The original Church of England was erected on a site next to the Point Lonsdale State School, and services were held on Sundays and Thursday nights. Because the township began to develop in its present area, a new Anglican Church was erected in Albert Street at a cost of a little over £400. The builder was a Mr. Otto Stahl. This occurred during the incumbency of the Rev. W. W. Laidley, of St. George's, Queenscliffe. The new church was dedicated by the Lord Archbishop of Melbourne on 1st September, 1915. The old church at the Springs deteriorated into a state of disrepair, and was sold on the condition that it had to be pulled down. Due to a generous gift from Miss G. M. Crouch, a Sunday School Hall (now known as Gill Hall) was built at the Albert Street site in 1952. The hall was designed by Mr. H. H. Smith, and was the first major development after the Church of St. James, Point Lonsdale, became a separate parish from St. George's, Queenscliffe, in April, 1951.

The Presbyterian community erected a Church Hall on a block of land in Kirk Road, given by Mr. R. A. Crouch, the cost of which was £138. The opening service was conducted by the Rev. Smith McBain on Christmas Day, 1904. A porch was added to the church in 1960.

The most recent of the churches is the Methodist Church, in Cheshunt Street, which was built by Mr. Harold Stevens just prior to the 1939-45 World War.

SPRINGS ATHLETIC CLUB: A hall was built in the early part of the century on the foreshore near the position of the present camping area in Royal Park. It was used by The Springs Athletic Club, and Mr. William Golightly is said to be the builder. However, it was destroyed by fire about 10 years after the turn of the century.

GOLF CLUB: The first Golf Club was established in the early 'twenties on the site of the present course. Some 45 acres were purchased from Robert Thomson & Sons, the butchers.

BOWLING CLUB: Although the club was not established until after the Second World War, the original three rinks were put down during the depression. They were financed by unemployed relief monies. Apparently they were under the control of the Point Lonsdale Tennis Club, whose secretary was Mrs. Horace Thompson. On the establishment of the club in 1946, extensions were made to the original green, and a new green was developed, which is now known as the "top green." Through the generosity of Mrs. Bevan John, a small clubhouse was built, on to which additions have been made in recent years. The first Club Championship was played in the 1947-48 season, when Mr. Gordon Anderson won the title.

GUEST HOUSE: About 1910 a guest house called "Felsenheim" was erected for a Mrs. Von Beschiwitz on the corner of the Main Street and Kirk Road. The name "Felsenheim" was German for "Home on the Rocks," hence the present name of "Rockholm."

MILITARY ESTABLISHMENTS: During the Second World War military camps were set up at the Lonsdale Bight and in the Lighthouse Reserve. Towards the end of the war, the camp in the Lighthouse

Reserve was used to house Italian prisoners-of-war. This was subsequently taken over by Toc H in 1946, when Mr. Gordon Anderson was appointed Warden of the Children's Holiday Camp. The Bight Camp was taken over by the National Fitness Council for a similar purpose, but the military re-occupied the area for a short period before disposing of the property to the Borough Council, the P.M.G. Department, and the State School in 1962.

STONEHAM'S RESERVE: The public purposes reserve from the Lighthouse Reserve, extending westerly to the Bellarine Shire boundary, was named "Stoneham's Reserve" in 1932 by the Council and approved by the Department of Lands, when regulations were gazetted in 1933. This reserve was named after the late ex-Cr. Thomas Stoneham, who for so long served the Council as its Mayor.

RIP VIEW: In the late 'fifties of this century, the Borough Council created the first area at Point Lonsdale where motor vehicles could park and the occupants gain a direct view across "The Rip." As the Commonwealth controls the other headland of Point Nepean, this vantage point has, in the short time of its existence, become the ideal position from which to view the ships which enter and leave Port Phillip Bay.

POINT LONSDALE PUBLIC HALL

(By Mr. G. W. Anderson, Hon. Secretary Point Lonsdale Public Hall)

The Point Lonsdale Progress Association forwarded a specification for the erection of a public hall on a site fronting the Main Road to a Geelong timber merchant early in 1912.

On May 29th, 1912, the timber merchants, T. Peters & Co., of 44-56 Little Ryrie Street, Geelong, forwarded a detailed quotation in accordance with the specification, the total cost of which amounted to £189/2/4. This price did not include painting or lining for the walls of a partition in the ante-room. (It is interesting to note that the original roof was renewed late in 1962 at a cost of £260 as against the original cost of £22/16/6).

The Minute Book records the first meeting as being held on December 12th, 1912, when Messrs. Ward, C. R. Jordan, C. Jordan, Hill, and Coleman attended. At this meeting Mr. C. Ward was elected Chairman of the Committee of Management, with Mr. D. H. Hunter as Secretary and Mr. R. Jordan as Treasurer. It was also agreed that Mrs. C. R. Jordan be appointed caretaker at a remuneration of 10 per cent. of the nett profits. At the next meeting, on December 16th, 1912, Mr. Gill took his seat on the Committee.

Between this date and January 7th, 1913, the first concert was held in the hall. The minutes record it as follows: "That a letter of thanks be written to the Press Boys for concert given for benefit of Hall."

The Trustees of the Methodist Church wrote to the Hall Committee requesting the use of the hall for Evening Service from December 21st, 1913, to April 19th, 1914, at a charge of 5/- per service.

First moves to form a Library were left in the hands of the Secretary at a meeting on April 14th, 1914. At this same meeting a Girls' Guild was given use of the hall and piano for a charge of 2/6 per night.

The Library was soon established. A yearly subscription for resident subscribers was fixed at 5/- per year and visitors' charges were 2/6 deposit and 3d. per book per week. The first thirty books purchased by the Library cost £1/10/-. Library hours were: Monday afternoons, 2 p.m. to 5 p.m.; Wednesday nights, 7 p.m. to 9.30 p.m.; and Friday nights, 7 p.m. to 9.30 p.m. The Library was opened on Monday, June 16th, 1913.

Painting of the hall was the next job. At a meeting on August 4th, 1913, the following painting materials were ordered: $\frac{1}{2}$ cwt. of white lead, 5 gallons of oil, dryers, colours, putty and two brushes. The work of painting started on August 8th, 1913.

It was decided to hold a Grand Ball after the Annual Meeting in December. Prices for admission were fixed at 2/6 a double, or 2/- gents and 1/- ladies.

At a meeting on August 27th, 1914, a tender for the lining of the hall was accepted. The successful tenderer was Mr. H. Hewitson and the cost was £55.

With the advent of the First World War, very few meetings were held, and under a heading of 1923, the Minute Book reads: "The old Hall Committee being defunct, a public meeting, held on September 6th, 1923, elected a new committee of three members—Messrs. A. W. Colman, Robert V. B. Cayser and G. A. Ampt." The committee met at Mr. Ampt's residence for some twelve months after this date.

On November 21st, 1924, Mr. Kishere, of Geelong, offered to lease the hall for the screening of pictures on two nights each week during the summer at 30/- per week. It was agreed that Mr. Kishere should only pay 7/6 per night when shows could not take place owing to breakdown of the engine.

Few meetings were held during the period of the Second World War, but the post-war years brought some renewed interest in the hall. A Point Lonsdale Ladies' Amusement Committee raised a considerable sum to provide equipment for the supper room. In September, 1948, Mr. A. W. Hodgetts was given a three-year lease of the hall for the screening of pictures.

In 1950 the Hall Committee accepted a tender of £205/10/- from the Roof Service Co. for repairs to the roof. The hall was also re-decorated inside at a cost of £119/10/-.

Film screenings were discontinued in 1959 when the Surf Club held dances in the hall. However, the hall was let for the screening of films again in November, 1960.

After serving on the Hall Committee for nearly forty years, Mr. R. C. Feldtman resigned in February, 1962.

The present committee of Mr. F. B. Webb (Chairman), Mr. G. W. Anderson (Secretary), Miss G. H. Gill, Dr. K. J. Rothfels and Mr. C. S. Walsh have many plans for the preservation and improvement of this historic public amenity.

FORT QUEENSCLIFFE

(By an Officer of the Australian Staff College)

(Extract from the "Geelong Advertiser," 10/9/1960)

On September 15th, 1860, a Volunteer Artillery Corps was formed at Queenscliff to man three 68-pounder muzzle-loading cannons which were embedded in the face of the cliff overlooking the entrance to Port Phillip Bay.

In the 1850's the Victorian Parliament was becoming anxious about the defences of Melbourne and Port Phillip Bay, and there was much controversy about whether the Heads should be fortified.

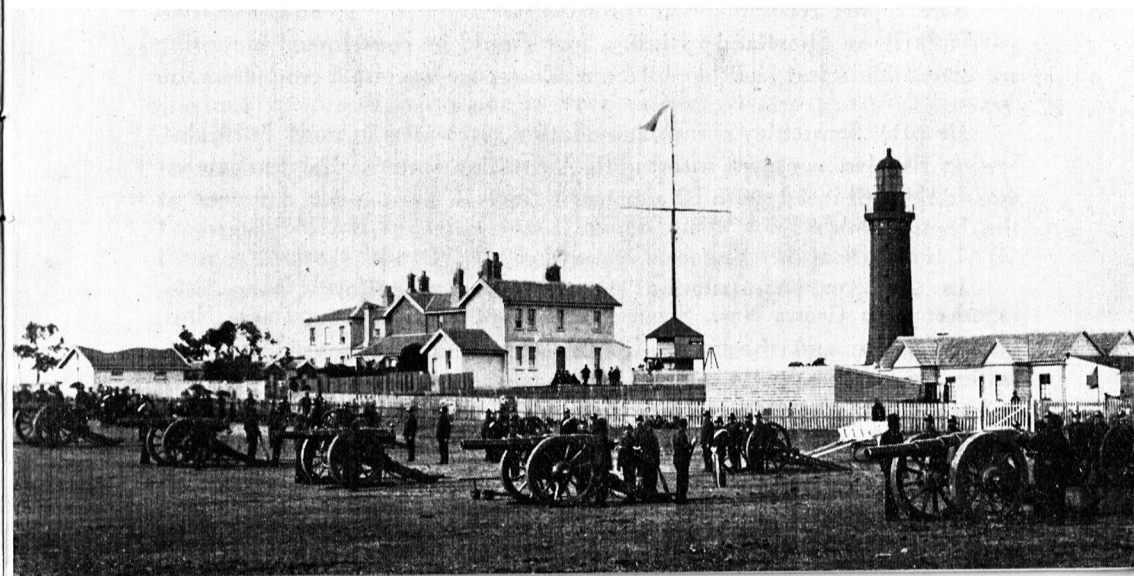
In 1868 a commission under Major-General Sir Edward Macarthur was set up to enquire into the naval and military means, whether afloat or on shore, by which attacks of an enemy could best be repelled from these coasts.

The commission initially favoured the fortification of an area from Point Ormond to Williamstown rather than fortification of Point Lonsdale and Point Nepean; but in 1859 it recommended the fortification of the Heads and the enrolment of additional volunteers.

Following this recommendation, it was decided to raise the Queenscliff Artillery as part of the volunteer forces of Victoria.

In 1860 the citizens of Queenscliff enthusiastically volunteered to man three cannons, and soon became very expert in their use. An inspection of the roll of volunteers reveals that by December, 1860, there were 79 of them. They included many ancestors of present citizens of Queenscliff. The list included the name of James Bailleau, grandfather of Baron Bailleau of Sefton, Australia's only hereditary Peer.

Artillery Drill by the early garrison, circa 1872



Some reasons why fortification of the Heads with the location of a permanent garrison was considered undesirable at that time are given below:—

- * The great distance between Point Lonsdale and Point Nepean and Shortland's Bluff.
- * The great ease and speed with which a ship could steam in between the Heads and past Shortland's Bluff, and, consequently, the very short time she would be under the fire of batteries placed on those points.
- * In case ships did succeed in passing in, the loss of the forts and batteries on these points when they would be most required for the defences nearer Melbourne.
- * The danger of the forts at the Heads being captured by the crews of attacking ships landing in their rear.
- * The great expense of building the batteries and of maintaining permanent garrisons.

The controversy over the best method of defending Melbourne and Geelong continued, and in 1860 the United Kingdom sent Captain Peter Scratchley, of the Royal Engineers, to report on the defences of Port Phillip.

The Scratchley Report stated that "in the present utterly defenceless and unprotected state of the Colony, a single ship-of-war, or even a privateer, would be a formidable foe. She would arrive off the Heads late at night, push in at dawn of day, pass up the South Channel and be off Sandridge Pier, destroying shipping before a single step could have been taken to offer resistance."

The report recommended the fortification of the Heads, and that, particularly on Shortland's Bluff, a fort should be constructed mounting six guns. This fort should also be made secure against a coup-de-main.

Despite Scratchley's recommendation, it was not until 1876, following Russian ventures into South Australian waters, that Parliament decided to proceed with the construction of permanent defences at the Heads.

In that year construction started on massive Fort Queenscliffe, together with Crows Nest, Swan Island Fort, Fort Nepean, Eagle Nest, Fort Franklin and the South Channel Fort. The new rifled muzzle-loading guns installed in these forts gave adequate coverage over the entrance and channels of Port Phillip Bay.

Scratchley appreciated that all fortifications should be able to withstand assault from the land as well as the sea, and hence Fort Queenscliffe, which was commenced in 1882, included a gorge (moat), a wall with loopholes, a "keep," and a drawbridge.

The gorge was never intended to be filled with water, but was nothing more than a very deep ditch on the landward side of the wall, designed to make the task of an attacker more difficult. The wall itself, constructed with bricks made from lime and sandstone quarried locally, was almost complete by 1884. It enclosed the fort from the cliff face in the North to gun emplacements in the South.

A new era in Queenscliff's history had now begun. Reorganisation of the military garrison occurred in 1882 with a change from a citizen's to a permanent garrison. Queenscliff had become a garrison town.

It is of historical interest that Australia's first shot in the First World War was fired from a six-inch B.L. Mark VII gun at Fort Nepean on August 4th, 1914—not from Fort Queenscliffe as is commonly believed. This shot was fired across the bows of the German vessel, "S.S. Pfalz," forcing her to "heave to" and be captured.

The vessel had stopped her engines on receiving the signal to do so, but a four-knot ebb carried her forward, thereby convincing the gun-controller at Fort Nepean that she was still under way.

By 1947 coastal artillery was outmoded, and the Fort was occupied by the Australian Staff College. Officers from allied countries undergo an intensive advanced tactical and staff course designed to fit them for higher command.

As part of the celebrations to mark the 100 years association between the citizens and soldiers of Queenscliffe the Fort was opened for inspection and the Southern Command Band carried out the impressive ceremony of Beating the Retreat.

Later in the evening prominent citizens and personalities from previous Army occupants of the Fort were entertained at a Centenary Dinner in the Officers' Mess.

Among the guests invited were the Minister for Shipping and Transport (Mr. H. F. Opperman), the Minister for Public Works (Sir Thomas Maltby), the G.O.C. Southern Command (Major-General L. G. Canet) and the Mayor of Queenscliffe (Cr. V. Johnstone).

In addition, invitations were extended to four former members of the Queenscliffe Garrison, who, before their retirement, rose to the rank of major-general.

A BRIEF HISTORY OF THE PORT PHILLIP PILOT SERVICE

(By Capt. G. H. Molyneux)

"Garryowen," in his "Chronicles of Early Melbourne," states that Captain Tobin started business as a private pilot in November, 1838, just three years after Batman arrived in the "Rebecca." His first engagement was to bring the Launceston schooner "Industry" from Launceston to the Melbourne Wharf. She was drawing 8½ feet of water, and it was reported that Tobin got through his work very creditably, arriving on November 20th.

Our first actual record, which is in the Pilot Office, Williamstown, being the licence issued to Henry Halk Sutton, 1839. It was issued by Sir Geo. Gipps in Sydney on 1st November, 1839.

From what I can gather, whale boats were used at Queenscliffe to put pilots on board outside the Heads.

In 1840 there was a letter showing a list of expenditure for four pilots re the purchase of two whale boats, costing £80, and also the amount of £27 for

the purchasing and furnishing of tents for pilots and crew. Indeed, it must have been a tough time.

In 1841 there was an account for material and wages for building a house at the Heads. There were then five pilots: T. H. Sutton, G. Tobin, Wm. Timothy, Thomas McClelland, and D. J. McPherson.

A Captain Trundle was acting for a time, but was adversely reported upon by the Harbour Master, Charles M. Lewis, who complained to Latrobe, who was then His Majesty's Superintendent.

The Government of the day in 1854 handed the Pilot Service over to the pilots. The new service was to be under the management of the Pilot Board, who appointed pilots and adjusted pilotage rates.

At this time the schooner "Empire" and the brig "Pacific" were used as pilot cutters. The "Empire" also acted as a lighthouse tender. The schooners "Appolo" and "Boomerang" arrived in 1852, followed by the "Corsair" in 1853, the "Anonyma" 1854, "Proserpine" 1865, "Rip" 1867, "Mavis" 1874, and the "Hawk" 1889.

A cutter, the "Swan" was employed for a short period when the "Anonyma" was lost outside the Heads in 1865.

The "Alvina" was brought out in 1903, "Victoria" 1901, "Akuna" 1925, "Stradbroke II" 1941, "Wyuna" 1953, "Akuna" (ex "Gladstone") 1955.

In 1874 the "Corsair" was lost off Port Phillip without loss of life. On July 15th, 1872, the "Rip," when proceeding outside, was thrown on her beam ends and dismasted. Pilot McKenzie, Wells (steward), Classon (cook), and James Marr (A.B.) were lost. The "Rip" drifted out with the ebb tide. She was towed to Queenscliffe and was eventually re-rigged and again took her station outside Port Phillip, and eventually ended her days in Western Australia. The "Rip" was built on the lines of the famous New York pilot cutters, and was built at St. John's, New Brunswick, for the Pilot Service in Melbourne. It is interesting to note the comparison with the celebrated yacht "America," which took the famous cup from England:—

"AMERICA"

Length	94ft.
Beam	22ft. 6in.
Keel	82ft.
Foremast	79ft. 6in.
Mainmast	81ft.
Bowsprit	22ft.
Foregaff	24ft.
Maingaff	28ft.
Main Boom	56ft.

"RIP"

Length	94ft.
Beam	23ft.
Keel	82ft.
Foremast	79ft.
Mainmast	80ft.
Bowsprit	22ft.
Foregaff	23ft.
Maingaff	24ft.
Main Boom	46ft.

In the Pilot Office in Williamstown there is a handsome Honour Board upon which are engraved in letters of gold the names of Port Phillip pilots, both past and present. This unique board was designed and built by the late Captain Monty Robinson from fragments of the earlier pilot vessels. It is affectionately dedicated:—

"To all ex-Pilots of the Service, wherever they may be, who have left as their memorial an endearing name for personal uprightness and fearless devotion to duty."

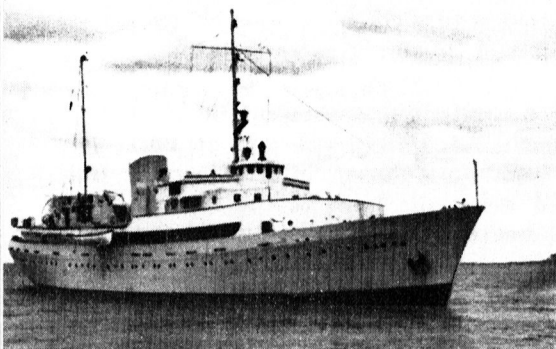
Could more be said?

PILOT SERVICE

P./V. "WYUNA"—The Guardian and Guide to Port Phillip Heads. "Wyuna" is a twin-screw diesel electric ship. L.O.A. 208ft. B. 39ft. Depth 15ft. Speed 15 knots. Displacement, 1,800 tons. H.P. 1,950 supplied by three 650 h.p., 8-cyl. English electric diesels at 700 r.p.m.

Specially designed by the Port Phillip Sea Pilots for this work and built by Ferguson Bros., Port Glasgow. Supervised by Mr. C. S. Mackinnon, the Pilot Service Consultant Naval Architect.

Launched 15/4/1953. Trials 4/8/1953. Arrived Williamstown 13/10/1953. On station 13/11/1953. Maximum endurance, 12 months; usual station, six months.



Pilot Vessel, "Wyuna."

LIGHTHOUSES

QUEENSCLIFFE: The first lighthouse at Queenscliffe was of timber, and appears to have been operating in 1844. The present upper lighthouse, situated in the grounds of the Australian Staff College, was erected in 1861 and is constructed of bluestone blocks which were imported from England. This magnificent structure will remain as an everlasting memorial to the craftsmen of the 19th century. Noticeable near the top of each stone is a white mark, which is cement that filled the holes that received the lifting hooks. The present lower lighthouse (white) was erected in 1862.

POINT LONSDALE: Point Lonsdale received its first lighthouse in 1863. This wooden structure was replaced by the present lighthouse in 1902. The lighthouse is continually manned, and records all the ships entering and leaving Port Phillip Bay.

General Information on Queenscliffe Lighthouse and Point Lonsdale Signal Station

The High Light at Queenscliffe is 130ft. above sea level.

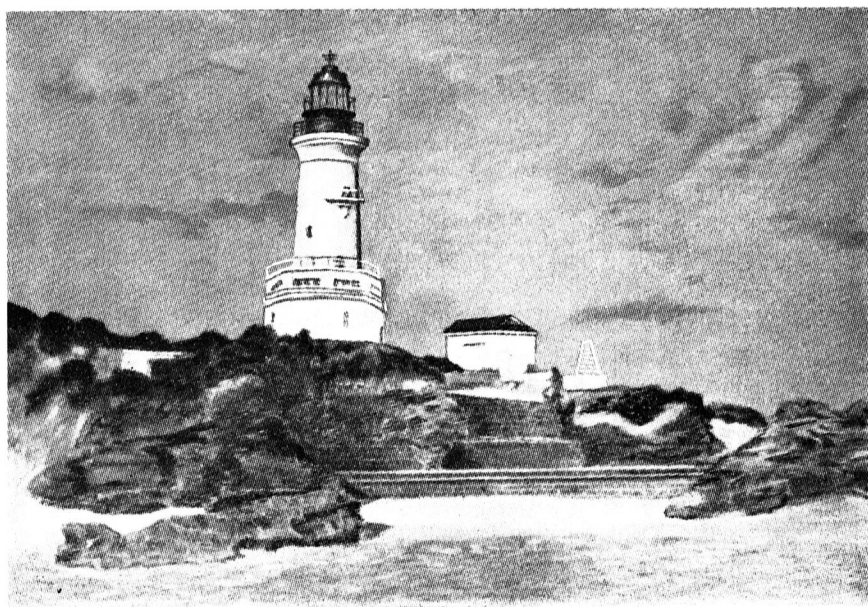
The High Light Tower at Queenscliffe is 81ft. high.

The Lower Light at Queenscliffe is 94ft. above sea level.

The Lower Light Tower at Queenscliffe is 73ft. high.

The Obelisk Tower is 50ft. high.

The Hume Tower is 80ft. high.



The Point Lonsdale lighthouse is a group flashing light, and is 120ft. above sea level, and the tower is 70ft. high.

The main beam of the light on a clear atmosphere dark night would be visible for approximately 17 miles.

The lighthouse is a A Class Signal Station, and is fitted with a V.H.F. (high frequency) radio.

Ship-to-shore radio, which controls traffic at Port Phillip Heads, signals can also be received by visual Morse code.

The readings of the weather at Port Phillip Heads are sent to the Bureau of Meteorology at 6 a.m., 9 a.m. and 3 p.m. daily.

The information sent consists of: Maximum and minimum temperatures, the wet and dry humidity, the state of sea and swell, the wind direction and speed, and rain (if any).

The foghorn, which is in a shed adjacent to the lighthouse, is worked by compressed air. The sequence of the signal is as follows:— Blast for 1-5 secs.; silence for 3 secs. Blast for 1-5 secs.; silence again for 24 secs; and so on.

The tide signals are shown by day on a yard-arm of a mast which is near the Point Lonsdale Lighthouse, and by night it is shown by Neon lights on a platform on the lighthouse tower.

The signals are as follows:—

TIDE SIGNALS

Daytime:

EBB TIDE:

- —1st quarter ebb—1 Ball.
- —2nd quarter ebb—1 Ball, with a rectangular bag underneath.
- —3rd quarter ebb (Low Water)—2 Balls.
- —4th quarter ebb—Rectangle over Ball.

FLOOD TIDE:

- ▲ —1st quarter flood—1 Triangle.
- ▲▲ —2nd quarter flood—1 Triangle, with a rectangular bag underneath.
- ▲▲▲ —3rd quarter flood (High Water)—2 Triangles.
- ▲▲▲▲ —4th quarter flood—Rectangle over Triangle.

Tide Signals by Night:

EBB TIDE:

- 1st quarter ebb—1 Red Light.
- 3rd quarter ebb—2 Red Lights.

FLOOD TIDE:

- 1st quarter flood—1 Green Light.
- 3rd quarter flood—2 Green Lights.
- The 2nd and 4th quarter lights are omitted.

CLOSED PORTS BY NIGHT:

The following signals are used for oil tankers and deep draft vessels:—

Flashing Green Light on tower of lighthouse means closed to inward traffic and outward traffic for West Channel.

Flashing Red Light on tower means entrance closed to outward traffic.

The flashing signals are used to make sure of safe navigation through Port Phillip Heads.

The reason for the fast ebb tides at the Rip is because there is 874 square miles of water in Port Phillip Bay, with only a narrow outlet channel. The strength of tide at ebb has been recorded from 9 to 10 knots.

The Great Ships Channel is 45ft. deep and 600ft. wide.

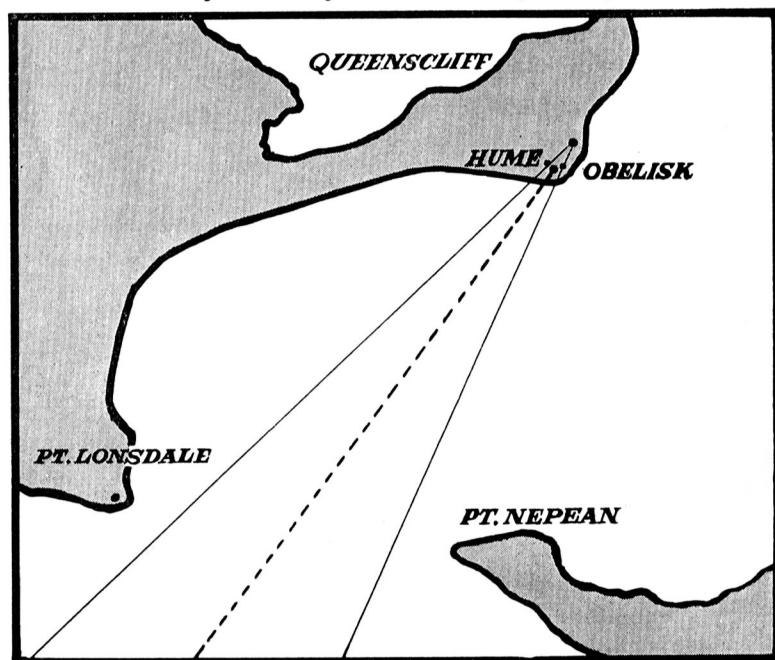
The distance between Point Nepean and Point Lonsdale is $1\frac{3}{4}$ miles.

The Main Lead through the Great Ships Channel is the Low White Lighthouse at Queenscliff in transit with the Black Rear Lighthouse.

The extremities of the Great Ships Channel to the westward are the Hume Tower at Queenscliff in transit with the Black Lighthouse.

To the eastward is the Obelisk in transit with the Black Lighthouse at Queenscliff.

Diagram showing leads for entering the Rip.



LIFEBOAT SERVICE

(By. Mr. T. Thwaites)

The first lifeboat was established at Queenscliff in 1865, with Mr. Alfred Keen as the Superintendent, with a crew of fishermen.

The second lifeboat was a 12-oared boat and carried a bowman, coxswain and superintendent. This boat was lifted from the water with two hand-winches and was kept on the Point Lonsdale pier.

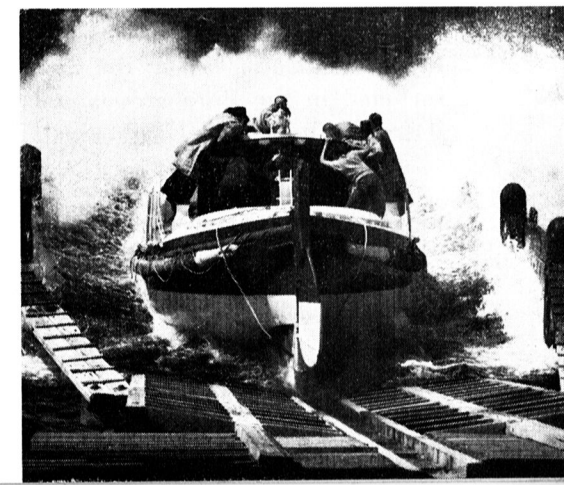


First lifeboat crew at practice in Swan Ponds, circa 1867.

The third lifeboat was built at Williamstown. It was 45ft. long, had a beam of 12ft. and a draught of 3ft. 9in. It had 16 oars, bowman and coxswain and superintendent. It had two masts, two sails and a jib. It carried $2\frac{1}{2}$ tons of water ballast, which could be taken in or pumped out whenever the conditions suited. It was hauled into the shed with two powerful winches, man-handled. The Point Lonsdale pier was built for this boat, but the crew asked for the small boat to be stationed there because the big boat needed a larger crew which could give help when needed.

The fourth lifeboat was the first motor-boat. It is of English design and was built in Port Adelaide by McFarlane, boat-builders, and commissioned in 1926, with Mr. E. Rogers as Superintendent. The lifeboat was named the "Queenscliff," and is still in service.

Present Lifeboat Launching



The overall length is 45ft., beam 12ft. 6in. and draft 4ft.

Engine: 72 h.p. Gardner diesel (2 to 1 reduction, 1,200 revs.).

Single screw propellor, which is inside a tunnel.

Ship-to-shore radio.

Hand rocket gun.

The lifeboat is fitted with a centre plate, buoyancy tanks, and is diagonally planked. She has two 100-gall. fuel tanks.

The lifeboat originally had a 80 h.p. Wayburn petrol engine, with a maximum of 800 revs.

At full throttle the petrol consumption was one mile to one gallon. Her speed at full throttle was eight knots.

FISHERMEN'S AREA AND FLEET

In 1856 a reserve for fishermen was gazetted on the "flat," entitling them to one-eighth of an acre at a yearly rental of £1. It was about that time some small homes were erected there.

During the past decade the Lands Department has allowed the occupiers of the land to purchase such.

To-day the fishing industry at Queenscliffe is very active, and the fleet comprises forty boats. These consist of the smaller "cوتا" boats and the crayfish and shark craft. The present safe harbour for these boats is situated in Swan Bay, which is entered from Port Phillip Bay by way of the "Cut." The Fishermen's Co-operative conducts a freezing plant and a modern fish shop.

SWAN ISLAND

The first colonising party to arrive in Port Phillip Bay in 1803 in the "Calcutta" spent the first four days on Swan Island (which is included in the Borough's boundaries), where casks were sunk to see if fresh water could be obtained.

Swan Island is connected to the mainland by two bridges. In the 1860's the island was used for grazing purposes. Portion of the island was converted into a station for the military in 1882, with Major Ellery as the first commanding officer. Since that time it has been occupied by various sections of the Defence Department.

WRECKS

IN THE VICINITY OF POINT NEPEAN AND POINT LONSDALE

(From information supplied by T. Thwaites, Esq.)

✓ **ISABELLA WATSON:** Schooner lost on Point Nepean Reef March, 1852. Nine lives were lost.

✓ **PORTLAND:** A schooner wrecked on the back reef at Point Lonsdale in 1852. All hands were saved.

✓ **S.S. CONSIDINE:** A schooner wrecked on the back reef at Point Lonsdale 15th September, 1852. Of the 200 passengers on board only 10 were drowned.

✓ **EARL OF CLAREMONT:** Foundered on the 18th June, 1853, off Barwon Heads with 435 passengers on board. All lives were saved.

✓ **FORMOSA:** A three-masted schooner which was wrecked in 1869 a short distance from Point Nepean. The weather was thick, which made it difficult for the captain to be sure of his position. Mistaking what is now known as Formosa Bay for the Rip, he sailed straight through the opening, and was held hard and fast. In her hold she was carrying the engines to convert herself into a steam vessel.

Wreck of the "George Roper," Point Lonsdale, 1883.



ASA PACKER: Ran ashore at Point Nepean in 1861. She was sailing in with flood tide and head wind. When going about she mis-stayed and went ashore on the sand at Point Nepean. The ribs of this vessel can still be seen in the sand.

CORSAIR: Pilot cutter which was wrecked on Corsair Rock, off Point Nepean Reef, on 23rd May, 1874.

GEORGE ROPER: While in the tow of the paddle-steamer "Williams" ran aground in a fog on a reef at the back of Point Lonsdale in 1883. She was a four-masted barque of 2,033 tons and carried 2,000 rails for the Victorian Government.

BLACK BOY: A tug of 45 tons. Foundered on 8th July, 1883. She was assisting with the recovery of "George Roper's" cargo. She lurched against her side, snapping off her funnel. Shortly afterwards a rope fouled her propellor and she foundered on the reef. The Queenscliffe lifeboat went to her assistance, and rescued all hands.

CHEVIOT: Wrecked on 19th October, 1887, about half a mile along the beach at the back of Point Nepean. After just clearing the Rip she lost her propellor, and shortly after hit the reef and broke in half. Of the 59 passengers and crew, only the 24 on the stern section were saved, including the captain.

GLANEUSE: A French barque of 481 tons under the command of Captain Gorce. She was carrying a cargo of brandy, wines and sardines, and ran aground on 2nd October, 1886, about half a mile along the beach from the Point Lonsdale lighthouse. Her hull remained there some four years before it broke up.

HOLYHEAD: A square-rigged sailing ship, which was wrecked about 200 yards away from the *Glaneuse* in 1890. She was on her maiden voyage. A member of her crew by the name of Mark was also wrecked four years earlier on the *Glaneuse*.

CRAIGBURN: A four-masted ship which ran ashore in 1891, about 5 miles on the Point Nepean side of Cape Schank. When the lifeboat crew arrived, the tide was on the ebb and the ship was lying very still. The lifeboat crew fired a rocket aboard, and wanted to bring the crew ashore while the tide was still on the ebb. The crew of the *Craigburn* thought they would be able to refloat her on the flood tide, but as the tide "made," the first wave lifted the ship and dumped her very hard against the rocks. The mast and yardarms fell in all directions, throwing the crew into a panic, and made it impossible for the lifeboat crew to rescue any of the hands.

SIERRA NEVADA: A four-masted barque ran aground in a south-west gale at the back of Portsea in 1900. She was laden with general cargo, which was scattered along the beach for a considerable distance. The Customs men were kept very busy, as there were goods of all descriptions. The ship was smashed to pieces in a matter of hours, and when daylight came only parts of the mast were showing out of the water.

PETRIANA: A steamship fitted with a single funnel and three masts. She was an oil-burner. This ship went ashore in 1902 just at the back of Point Nepean in fine but misty weather. Her cargo consisted of cased benzine and other cased goods. Hundreds of cases were salvaged by the fishermen and taken to Melbourne on the *Fenwick*, a steamer which carried the fish to Melbourne. When the weather became bad, cases of benzine were seen floating all over the Bay. The ship's fuel oil put a thick scum on the water, killing all the shellfish on the rocks, even the salmon tasted of it.

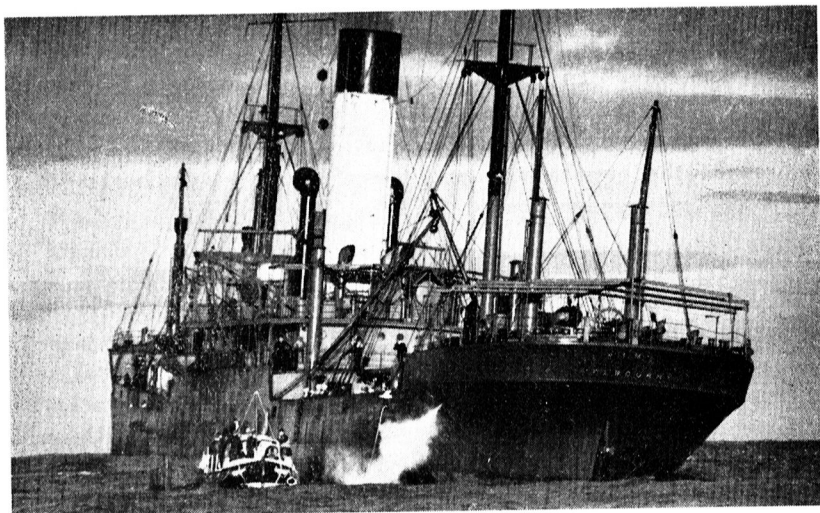
ORUNGAL: This ship of 5826 tons grounded on Eastern Reef, Barwon Heads on 21st November, 1940. She had a crew of 81 and 17 passengers. *Orungal's* distress call came during a S.E. gale, with very heavy seas and squalls. The night was very dark, with rain squalls so frequent that no navigation lights were visible. The conditions were no worry to the lifeboat crew, as those conditions were taken in their stride. The coxswain thought it was not wise to go alongside in the darkness because there were many rocks near the ship. At the very first sign of light the boat went alongside. It was not very pleasant taking the passengers aboard on account of the heavy seas running with a good amount of water breaking over the ship. The lifeboat made two trips back to Queenscliffe, firstly with the passengers. The following trip was made with better conditions, the weather having moderated. The lifeboat brought the crew ashore and towed the ship's lifeboat with the passengers' luggage aboard back to Queenscliffe.

MERLAN: The Victorian yacht *Merlan* was lost in the treacherous entrance to Port Phillip Bay on her return to her home port of Geelong on 16th January, 1949, at 4 p.m. The yacht was sailing from Hobart after competing in the Sydney-Hobart yacht race. Caught in Bass Strait in a heavy storm, she ran for the Rip, which is a positive death-trap to small vessels in southerly weather. The visibility was almost zero. *Merlan* broached heavily in the Rip,

and in a second she was smashed against the reef, holing her badly. The skipper and crew were powerless to save the yacht, and she was carried high on the reef. Fortunately, they were sighted from the shore. The Queenscliffe lifeboat put out immediately, but could not get close enough to the reef to rescue the crew, and in seeing this, four local Queenscliffe fishermen—Mr. Frank Ferrier, Mr. Tom Warren, Mr. Ron. Shapter and Mr. Tony Jurgens—with superb seamanship and courage, launched a ten-foot dinghy from Point Lonsdale pier and rowed to the yachtsmen's rescue. The only happy feature of the entire incident was that no lives were lost, nor were any bad injuries sustained, which, under the circumstances, was nothing short of Providential.

S.S. TIME was wrecked on the Point Nepean Reef on 23rd August, 1949, with an ebb tide running and a north-west wind. She was 3,322 tons and was 36 years old. She was built in England in 1913, and her length was 340ft. The *Time* was bound for Melbourne with 3,000 tons of sugar and general cargo of hides, timber and sugar.

Wreck of S.S. Time, Point Nepean, 1949.



CENTENARY COMMITTEE

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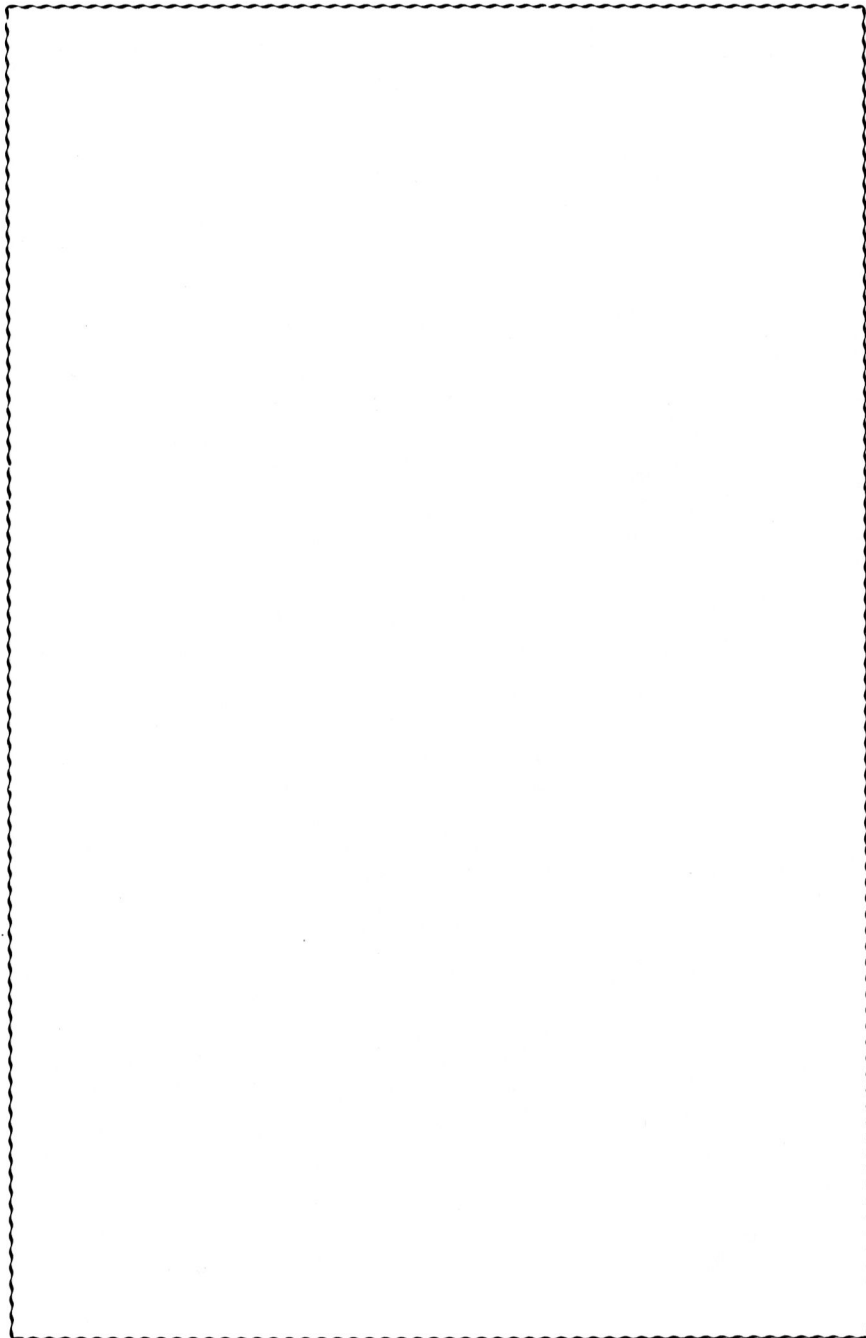
AN APPRECIATION

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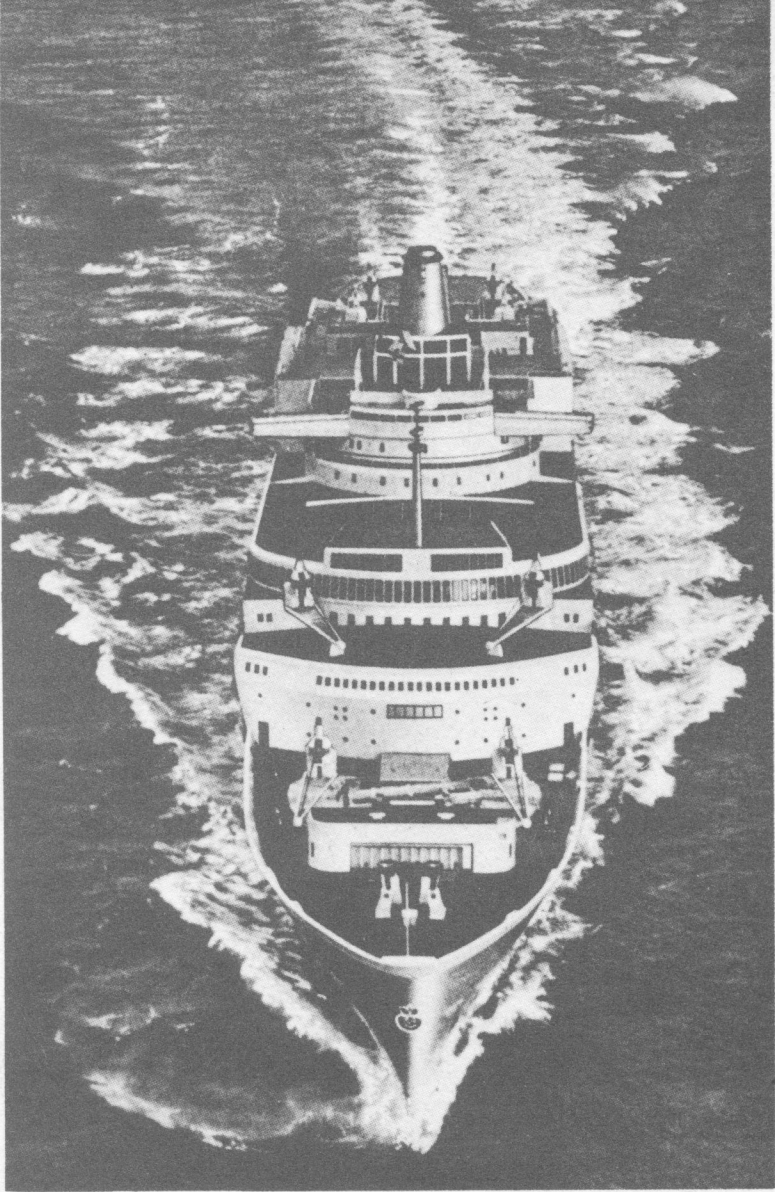
To the Centenary Committee, which has made the publication of this small booklet possible, and the many people who have contributed articles, and to those who have supplied information and photographs, I express my sincere appreciation.

P. J. NORTHEAST.

Autographs



- *Printing — Mercer Print, Geelong*
- *Design and Engravings — Campbell, Wilson Pty. Ltd.*



*P. & O. Orient Line's 42,000 ton liner Oriana
entering the Heads on her maiden voyage.*

Front Cover -

*Recent aerial survey photograph of Queenscliff and Pt. Lonsdale.
Insert: Artist's impression of the recording-breaking tea clipper,
Thermopylae, entering the Heads on her maiden voyage on
January 9th, 1869.*

*She was of 991 tons and arrived in Melbourne 63 days after
leaving Gravesend, England.*